



303 Ninth Street # PO Box 279  
Worthington MN 56187  
Telephone: (507) 372-8640  
Fax: (507) 372-8643

CITY OF WORTHINGTON

April 1, 2013

Debra Sorenson  
Aviation Planning & Zoning Coordinator  
MnDOT Office of Aeronautics  
222 East Plato Boulevard  
St. Paul, Minnesota 55107-1618

Re: Worthington Municipal Airport Zoning Amendment

Ms. Sorenson:

Please find enclosed copies of the following documents, submitted as documentation of the adoption of the amendment. Documents leading to the issuance of a Commissioner's Order of Approval were submitted on January 13, 2012.

Certified resolution of the zoning board arranging a time and place for the final public hearing.

Affidavit of publication from the Daily Globe and the Nobles County Review of the notice of the public hearing.

Affidavit that mailed notice was given for the public hearing held.

Certified minutes of the public hearing.

Certified zoning board resolution adopting the proposed ordinance.

Two (2) certified copies of the adopted ordinance as recorded with accompanying map sets.

Please contact with any questions you may have or additional submittal requirements.

Sincerely,

Dwayne M. Hafffield, P.E.  
City Engineer

DMH/jh

CERTIFICATE

I, Julie Haack, the acting Secretary of the Worthington Joint Airport Zoning Board do hereby certify that the attached Ordinance entitled

ORDINANCE TO AMEND WORTHINGTON MUNICIPAL AIRPORT ZONING  
ORDINANCE OF WORTHINGTON, NOBLES COUNTY, MINNESOTA

is the true ordinance which was adopted at a meeting of the Worthington Joint Airport Zoning Board duly held on the 7<sup>th</sup> day of June, 2012.

*Julie Haack*  
Julie Haack, Secretary

State of Minnesota

County of Nobles

Signed before me this 7<sup>th</sup> day of August, 2012

*Melinda Eggers*


My commission expires: January 31, 2013

DOCUMENT NUMBER A 336317

Certified, Filed and or Recorded on  
Aug. 07, 2012 AT 09:25AM

*Lynn M. Wilson*  
aw

NOBLES COUNTY RECORDER  
LYNN M. WILSON  
507-295-5268  
Fee Amount: \$46.00

 MELINDA L. EGGERS  
NOTARY PUBLIC - MINNESOTA  
My Commission Expires Jan. 31, 2013

**ORDINANCE TO AMEND WORTHINGTON MUNICIPAL AIRPORT ZONING ORDINANCE  
OF WORTHINGTON, NOBLES COUNTY, MINNESOTA**

**SECTION I:**

That the Worthington Municipal Airport Zoning Ordinance, Section Six Subdivision 2 shall be amended to read as follows:

**SECTION SIX: LAND USE SAFETY ZONING.**

Subdivision 2. *Safety Zone boundaries.* The following safety zones are hereby established:

A. *Safety Zone A.* All land in that portion of the approach zones of runway 11/29 and runway 17/35 as defined in Section Five, Subdivision 1 hereof, which extends outward from the end of the primary surface a distance equal to two-thirds of the planned length of the runway. These distances shall be:

1. 4,667 feet for runway 11/29.
2. 2,801 feet for runway 17/35.

B. *Safety Zone B.* All that land in that portion of the approach zones of runway 11/29 and runway 17/35 as defined in Section Five, Subdivision 1, which extends outward from Safety Zone A, a distance equal to one-third of the planned length of the runway. This distance shall be:

- (a) 2,333 feet for runway 11/29.
- (b) 1,400 feet for runway 17/35.
- (c) *Safety Zone C*. All that land which is enclosed within the perimeter of the horizontal zone as defined in Section Five, Subdivision 1 hereof, and which is not included in Zone A or Zone B.

**SECTION II: EFFECTIVE DATE**

This ordinance shall take effect on the 1<sup>st</sup> day of July, 2012. Copies thereof shall be filed with the Commissioner through the Office of Aeronautics, State of Minnesota, and the County Recorder of Nobles County, Minnesota.

Passed and adopted after public hearing by the Worthington Joint Airport Zoning Board this 7<sup>th</sup> day of June, 2012.

  
\_\_\_\_\_  
Chairperson

  
\_\_\_\_\_  
Member

  
\_\_\_\_\_  
Member

  
\_\_\_\_\_  
Member

\_\_\_\_\_  
Member

**EXHIBIT A****AMENDMENT TO THE WORTHINGTON AIRPORT ZONING ORDINANCE**

This Ordinance affects all or a portion of the following sections of land:

NAME AND NUMBER OF TOWNSHIP	AIR SPACE OBSTRUCTION ZONING: - Not Changed by this Amendment -	LAND USE SAFETY ZONING:
Worthington  Township T102N R40W		Sections: 1, 2, 3, 10, 11, 12, 13, 14, 15, 23, 24
Lorain  Township T102N R39W		Sections: 4, 5, 6, 7, 8, 9, 16, 17, 18, 19, 20
Elk Township T103N R40W		Sections: 25, 26, 34, 35, 36,
Hersey Township T103N R39W		Sections: 31, 32

RESOLUTION OF THE  
WORTHINGTON JOINT AIRPORT ZONING BOARD  
AS TO FINAL ADOPTION OF A ZONING ORDINANCE

At a meeting of the above Board held on June 7, 2012, Member James Arnt, seconded by member Duane Schmitz, introduced the following Resolution and moved its adoption.

WHEREAS, A public hearing has been held on a proposed zoning ordinance pursuant to Minnesota Statutes Section 360.065; and

WHEREAS, No changes in said proposed ordinance are necessary;

NOW, THEREFORE, It is resolved as follows:

1. That the Zoning Ordinance and Map attached thereto are hereby adopted.

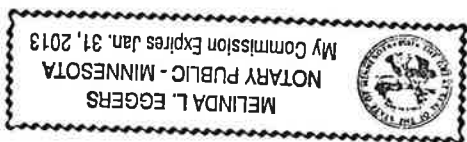
ROLL CALL

Members voting aye: James Arnt, Cameron Johnson, Dale Ryen, Duane Schmitz.  
Members voting nay: None.

Chairman Ryen declared the motion passed.

Attest: Julie Haack  
Julie Haack, Secretary

I hereby certify that the foregoing resolution is a true and correct copy of the original resolution.



Melinda L. Eggers  
Melinda L. Eggers  
Notary Public, Nobles County, Minnesota  
January 31, 2013  
Date

**Worthington Joint Airport Zoning Board  
June 7, 2012**

Members Present: James Arnt, Cameron Johnson, Dale Ryen, Duane Schmitz  
Members Absent: Keith Wilson  
Others Present: Dwayne Haffield, City Engineer; Julie Haack, Secretary; Ray Kempema; Dan Greve;  
Mark Freese

The meeting was called to order by Dale Ryen in Worthington City Hall Council Chambers at 5:30 p.m.

Dwayne Haffield reviewed the proposed ordinance to amend the Worthington Municipal Airport Zoning Ordinance and noted that the south approach would see the biggest change. It is currently Zone A all the way to the interstate. The proposed amendment would change part of Zone A in that area to Zone B to allow structures, including proposed power lines.

Dwayne Haffield answered questions from Dan Greve regarding the type of structures that would be permitted in Zone B. Cameron Johnson stated that the change to Zone B would actually be less restrictive than the current Zone A classification.

Dale Ryen opened the public hearing. There were no other questions or comments from the public. Duane Schmitz motioned to close the public hearing. The motion was seconded by James Arnt and passed unanimously.

After brief discussion, a motion made by James Arnt was seconded by Duane Schmitz to adopt the ordinance by resolution to amend the Worthington Municipal Airport Zoning Ordinance. Members voting in favor: James Arnt, Cameron Johnson, Dale Ryen, Duane Schmitz. Members voting against: none. The motion was adopted.

As there was no further business before the Worthington Joint Airport Zoning Board, Duane Schmitz motioned to adjourn the meeting at 5:40 p.m. The motion was seconded by Cameron Johnson and passed unanimously.

CERTIFICATION


I, Julie Haack, Secretary of the Worthington Joint Airport Zoning Board, do hereby certify that the foregoing is a true and correct copy of the minutes of proceedings at a meeting of the Worthington Joint Airport Zoning Board held on the 7<sup>th</sup> day of June 2012, the time, place, and purpose of which meeting all members of the Board had due notice.

  
Julie Haack, Secretary

STATE OF MINNESOTA     )  
  )ss  
COUNTY OF NOBLES         )

On this 28<sup>th</sup> day of September 2012, before me, a notary public within and for said County and State, personally appeared Julie Haack to me known to be the Secretary of the Worthington Joint Airport Zoning Board and she acknowledged that the foregoing resolution is a true and correct copy of the resolution adopted by the Worthington Joint Airport Zoning Board.



  
Notary Public, Nobles County, MN  
My commission expires January 31, 2013

**AFFIDAVIT OF MAILING**

Julie Haack, being first duly sworn, deposes and states as follows:

1. This affidavit is given to certify compliance with the mailed notice requirement of Minnesota Statutes Section 360.065, Subdivision 1 (1979).
2. Your affiant has reviewed the proposed Airport Zoning Ordinance and map for the Worthington Municipal Airport and has reviewed the areas proposed to be included in Safety Zones A and B.
3. Your affiant has made due and diligent search of the public records located in the Office of the Auditor, Nobles County, Minnesota in order to ascertain the names and addresses of the persons who own property in the proposed Safety Zones A and B. The names and addresses of such persons as reflected in such public records as of the 10<sup>th</sup> day of May, 2012, are set forth on Exhibit A\* which is attached hereto and made a part hereof.
4. That the appropriate notice was mailed to each of the property owners on the 22<sup>nd</sup> day of May, 2012, which was more than fifteen days before the public hearing held on the 7<sup>th</sup> day of June, 2012, and that the mailed notice was in the form of either Exhibit B\* or C\*, attached hereto, as appropriate.

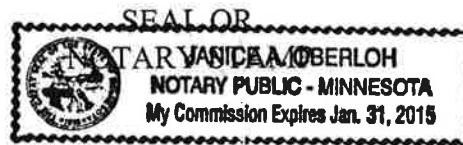
*Julie K. Haack*

Julie K. Haack

Subscribed and sworn to before me

*Janice Oberloh, City Clerk*  
(Janice Oberloh, City Clerk)

this 22<sup>nd</sup> day of May, 2012.



Attachments:

- \* EXHIBIT A
- \* EXHIBIT B - Form Letter Safety Zone A and B
- \* EXHIBIT C - Form Letter County and Townships



## NOTICE OF HEARING

Notice is hereby given that a hearing will be held before the Worthington Joint Airport Zoning Board for the purpose of adopting an amendment of the Airport Zoning Ordinance in the area of the Worthington Municipal Airport.

The public hearing will be held on Thursday, the 7<sup>th</sup> day of June 2012 at 5:30 P.M. at the Worthington City Hall, 303-9<sup>th</sup> Street, Worthington, MN . The proposed Ordinance and the accompanying map are available for public inspection at Worthington City Hall during regular business hours.

The property affected by the Airport Zoning Ordinance is some, but not all, of the land lying within 10,000 feet of the airport's runways. Worthington Municipal Airport Zoning Ordinance, Section Six Subdivision 2 (as codified in Worthington City Code, Title XV, Section 156.17) shall be amended to reduce the area of Safety Zones A and B for all runways, and create a Safety Zone B for Runway 35. The types of restrictions proposed for each area are set forth in detail in the Ordinance and map.

The precise restrictions that would be imposed vary depending on the location of the property. The restrictions generally regulate height of structures, the location or size, and use of buildings, and the density of population. The most restrictive provisions would apply to the areas located in a trapezoidal area off the end of each runway, which area extends out from the end of the runway a distance equal to the length of the runway plus two hundred feet.

Persons who believe that they may be affected by the proposed Ordinance are encouraged to review it and ascertain the specific impact that it would have on their property.

Date: May 9, 2012 By: Dale Ryen, Chairman, Worthington Joint Airport Zoning Board

## NOTICE OF HEARING

Dear Landowner:

An examination of public records indicates that you own land that is or may be affected by an amendment to the Airport Zoning Ordinance that is being proposed for adoption by the Worthington Joint Airport Zoning Board.

The public hearing will be held on Thursday, the 7<sup>th</sup> day of June 2012 at 5:30 P.M. at the Worthington City Hall, 303-9<sup>th</sup> Street, Worthington, MN . The proposed Ordinance and the accompanying map are available for public inspection at Worthington City Hall during regular business hours.

The property affected by the Airport Zoning Ordinance is some, but not all, of the land lying within 10,000 feet of the airport's runways. Worthington Municipal Airport Zoning Ordinance, Section Six Subdivision 2 (as codified in Worthington City Code, Title XV, Section 156.17) shall be amended to reduce the area of Safety Zones A and B for all runways, and create a Safety Zone B for Runway 35. The types of restrictions proposed for each area are set forth in detail in the Ordinance and map.

The precise restrictions that would be imposed vary depending on the location of the property. The restrictions generally regulate height of structures, the location or size, and use of buildings, and the density of population. The most restrictive provisions would apply to the areas located in a trapezoidal area off the end of each runway, which area extends out from the end of the runway a distance equal to the length of the runway plus two hundred feet. The proposed amendment does not alter the restrictions applicable to Zones A and B.

Persons who believe that they may be affected by the proposed Ordinance are encouraged to review it and ascertain the specific impact that it would have on their property.

Date: May 9, 2012 By: Dale Ryen, Chairman, Worthington Joint Airport Zoning Board

Printer's Affidavit c ublication

STATE OF MINNESOTA]
] ss.
COUNTY OF NOBLES]

Sharon Jones, being duly sworn, on oath says that he/she is the publisher or authorized agent and employee of the publisher of the newspaper known as Nobles County Review and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statutes 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed Legal Notice Airport Zoning

which is attached, was cut from the columns of said newspaper, and was printed and published once each week for 1 successive weeks; it was first published on Wednesday, the 30th day of May 20 12, and was thereafter printed and published on every Wednesday to and including Wednesday, the \_\_\_ day of \_\_\_, 20\_\_\_; and printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

abcdefghijklmnopqrstuvwxy

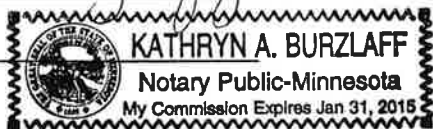
By: Sharon Jones

Title: Bookkeeper

Subscribed and sworn to before me on this 18th day of March, 20 13.

Kathryn A. Burzlaff

Notary Public, Minnesota
My Commission expires:



RATE INFORMATION

- (1) Lowest Classified rate \$10.40/column inch paid by commercial users for comparable space
(2) Maximum rate allowed by law for the above matter \$10.40/column inch
(3) Rate actually charged for the above matter \$9.25/column inch

NOTICE OF HEARING

Notice is hereby given that a hearing will be held before the Worthington Joint Airport Zoning Board for the purpose of adopting an amendment of the Airport Zoning Ordinance in the area of the Worthington Municipal Airport.

The public hearing will be held on Thursday, the 7th day of June 2012 at 5:30 P.M. at the Worthington City Hall, 303-9th Street, Worthington, MN

The proposed Ordinance and the accompanying map are available for public inspection at Worthington City Hall during regular business hours. The property affected by the Airport Zoning Ordinance is some, but not all, of the land lying within 10,000 feet of the airport's runways.

Worthington Municipal Airport Zoning Ordinance, Section Six Subdivision 2 (as codified in Worthington City Code, Title XV, Section 156.17) shall be amended to reduce the area of Safety Zones A and B for all runways, and create a Safety Zone B for Runway 35.

The types of restrictions proposed for each area are set forth in detail in the Ordinance and map. The precise restrictions that would be imposed vary depending on the location of the property. The restrictions generally regulate height of structures, the location or size, and use of buildings, and the density of population. The most restrictive provisions would apply to the areas located in a trapezoidal area off the end of each runway, which area extends out from the end of the runway a distance equal to the length of the runway plus two hundred feet.

Persons who believe that they may be affected by the proposed Ordinance are encouraged to review it and ascertain the specific impact that it would have on their property.

Date: May 9, 2012

By: Dale Ryen,
Chairman, Worthington Joint Airport Zoning Board

# **NOTICE OF HEARING**

Notice is hereby given that a hearing will be held before the Worthington Joint Airport Zoning Board for the purpose of adopting an amendment of the Airport Zoning Ordinance in the area of the Worthington Municipal Airport.

The public hearing will be held on Thursday, the 7<sup>th</sup> day of June 2012 at 5:30 P.M. at the Worthington City Hall, 303-9<sup>th</sup> Street, Worthington, MN . The proposed Ordinance and the accompanying map are available for public inspection at Worthington City Hall during regular business hours.

The property affected by the Airport Zoning Ordinance is some, but not all, of the land lying within 10,000 feet of the airport's runways. Worthington Municipal Airport Zoning Ordinance, Section Six Subdivision 2 (as codified in Worthington City Code, Title XV, Section 156.17) shall be amended to reduce the area of Safety Zones A and B for all runways, and create a Safety Zone B for Runway 35.

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Persons who believe that they may be affected by the proposed Ordinance are encouraged to review it and ascertain the specific impact that it would have on their property.

Date: May 9, 2012 By: Dale Ryen, Chairman, Worthington Joint Airport Zoning Board

HOLMES  
Minnesota  
Jan 18 2012

# Affidavit of Publication

STATE OF MINNESOTA)  
  )ss.  
COUNTY OF NOBLES)

Kristi Gass, being duly sworn, on oath says that he/she is the publisher or authorized agent and employee of the publisher of the newspaper known as DAILY GLOBE, and has full knowledge of the facts which are stated below:

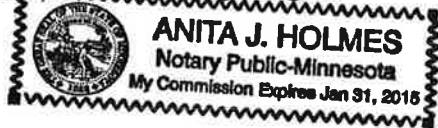
(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper, as provided by Minnesota Statute 331A.02, 331A.07, and other applicable laws, as amended.

(B) The printed notice which is attached was cut from the columns of said newspaper, and was printed and published on Friday, May 25<sup>th</sup> and Wednesday, May 30<sup>th</sup>, 2012. Printed below is a copy of the lower case alphabet from A to Z, both inclusive, which is hereby acknowledged as being the size and kind of type used in the composition and publication of the notice:

Souvenir Light 7 on 7.2 \*abcdefghijklmnopqrstuvwxyz 1234567890

BY: *Kristi Gass*  
TITLE: Authorized Legal Agent

Subscribed and sworn to before me on this  
30<sup>th</sup> day of May, 2012



*Anita J. Holmes*  
Notary Public

\*Alphabet should be in same size and kind of type as the notice.

### RATE INFORMATION

- |  |  |
|--|--|
| (1) Lowest classified rate paid by commercial users for comparable space | \$ 14.36<br>(Line, word, or inch <u>rate</u> ) |
| (2) Maximum rate allowed by law for the above matter                     | \$ 14.36<br>(Line, word, or inch <u>rate</u> ) |
| (3) Rate actually charged for Above mater                                | \$ 14.36<br>(Line, word, or inch <u>rate</u> ) |

**STATE OF MINNESOTA**  
**DEPARTMENT OF TRANSPORTATION**

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**IN THE MATTER OF:**

**Docket No.   181**  
**Order No.   611**

The approval of zoning regulations for  
the Worthington Municipal Airport

**FINDINGS, CONCLUSIONS AND  
ORDER**

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**FINDINGS**

1. The Joint Zoning Board of the Worthington Municipal Airport has drafted the "DRAFT ORDINANCE TO AMEND WORTHINGTON MUNICIPAL AIRPORT ZONING ORDINANCE" based upon accepted airport standards and practices and consistent with "AERONAUTICS RULES CHAPTER 8800".
2. A public hearing on the proposed " DRAFT ORDINANCE TO AMEND WORTHINGTON MUNICIPAL AIRPORT ZONING ORDINANCE " was held on January 22, 2012, giving parties in interest and citizens an opportunity to be heard. Notice of this hearing was published three times during the period between 15 days and 5 days before the hearing in an official newspaper and in a second newspaper of wide circulation in the area affected by the proposed regulations. No notices were published in the legal section of either newspaper.
3. In accordance with the requirements of Minnesota Statutes, Section 360.065, Subd. 1, notice of the hearing was sent by mail to each political subdivision in which property affected by the regulations is located.
4. Notice was sent by mail at least 15 days before the hearing to persons owning land proposed to be included in safety zone A or B as provided in the rules of the Department of Transportation and to persons or municipalities that had previously requested such notice.
5. A copy of the notice and a list of the owners and addresses to which the notice was sent was attested to by the responsible person and made a part of the records of the proceedings.
6. The proposed "ZONING ORDINANCE FOR THE WORTHINGTON MUNICIPAL AIRPORT" was made available for public inspection during regular business hours at the Worthington City Hall from December 8, 2010, to the date of the hearing.

## CONCLUSIONS

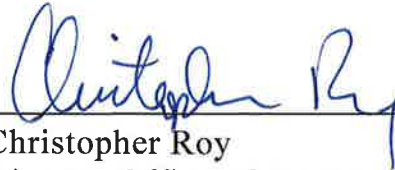
1. Adoption of the proposed "ZONING ORDINANCE FOR THE WORTHINGTON MUNICIPAL AIRPORT" is necessary for both the operation of the Airport and the safety of both the public frequenting that airport and the occupants of land in its vicinity.
2. A bona fide effort to comply with the requirements of Minnesota Statutes, Section 360.065, Subd. 1, was made prior to the approval of the proposed "ZONING ORDINANCE FOR THE WORTHINGTON MUNICIPAL AIRPORT."

Based upon the foregoing Findings and Conclusions, the substantial evidence contained in the record, and the applicable law, the Director of the Office of Aeronautics of the Department of Transportation of the State of Minnesota, issues the following:

## ORDER

The proposed "ZONING ORDINANCE FOR THE WORTHINGTON MUNICIPAL AIRPORT" is hereby approved.

**BY ORDER OF THE DIRECTOR OF  
THE OFFICE OF AERONAUTICS OF THE DEPARTMENT OF  
TRANSPORTATION OF THE STATE OF MINNESOTA**



\_\_\_\_\_  
Christopher Roy  
Director Office of Aeronautics  
Minnesota Department of Transportation

DATE: \_\_\_\_\_ 3/30/2012 \_\_\_\_\_

AIRPORT ZONING ORDINANCE  
 WORTHINGTON MUNICIPAL AIRPORT

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SECTION ONE: PURPOSE AND AUTHORITY

The Worthington Municipal Airport Joint Zoning Board, created and established by joint action of the City Council of the City of Worthington and the Board of County Commissioners of Nobles County pursuant to the authority of Minnesota Statutes 360.063, hereby finds and declares that:

Subdivision 1.

An Airport hazard endangers the lives and property of uses of the Worthington Municipal Airport, and also endangers the occupants of land in its vicinity and their property. Further, an obstructed airport hazard reduces the size of the area available for the landing, takeoff, and maneuvering of aircraft. Therefore, these airport hazards tend to destroy or impair the utility of the Worthington Municipal Airport and the public investment therein.

Subdivision 2.

The creation or establishment of an airport hazard is a public nuisance and injury to the region served by the Worthington Municipal Airport.

Subdivision 3.

For the protection of the public health, safety, order, convenience, prosperity and general welfare of the citizens of Worthington and the residents in the area surrounding the airport, and for the promotion of the most appropriate use of land, it is necessary to prevent the creation or establishment of airport hazards.

Subdivision 4.

The prevention of airport hazards should be accomplished, to the extent legally possible by the exercise of the police power and without compensation.

Subdivision 5.

The prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds.

SECTION TWO: SHORT TITLE

This ordinance shall be known as, "Worthington Municipal Airport Zoning Ordinance," amending and replacing Section 7-12 of Chapter 12 of the City Code. Those sections of land affected by this Ordinance are indicated in "Exhibit A" which is attached to this Ordinance.

SECTION THREE: DEFINITIONS

As used in this Ordinance, unless the context otherwise requires:

Subdivision 1.

"AIRPORT" means the Worthington Municipal Airport as located in Sections One (1) and Twelve (12), Township One Hundred Two (102) North, Range Forty (40) West and Section Seven (7), Township One Hundred Two (102) North, Range Thirty-Nine (39) West and such other lands as may in the future be acquired for use for Airport purposes in conjunction with the described land.

Subdivision 2.

"AIRPORT ELEVATION" means the established elevation of the highest point on the usable landing area. This elevation is hereby established to be 1572 feet above mean sea level.

Subdivision 3.

"AIRPORT HAZARD" means any structure, or tree, or use of land which obstructs the airspace required for or is otherwise hazardous to the flight of the aircraft in landing or taking off at the airport. It includes any use of land which is hazardous to persons or property because of its proximity to the Airport.

Subdivision 4.

"DWELLING" means any building or portion thereof designed or used as a residence or sleeping place of one or more persons.

Subdivision 5.

"LAND" Wherever the word "land" is used in this ordinance for the establishment of protected zones its meaning shall include any and all water surfaces.

Subdivision 6.

"LANDING AREA" means the area of the airport used for the landing, taking off, or taxiing of aircraft.

Subdivision 7.

"PRECISION INSTRUMENT RUNWAY" means a runway having an existing instrument approach procedure, utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a Precision Instrument Approach System is planned and is so indicated on an approved planning document.

Subdivision 8.

"NONPRECISION INSTRUMENT RUNWAY" means a runway having an existing or planned straight-in instrument approach procedure utilizing air navigation facilities with only horizontal guidance, and for which no precision designation indicated on an approved planning document.

Subdivision 9.

"VISUAL RUNWAY" means a runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument approach designation indicated on an approved planning document.

Subdivision 10.

"NONCONFORMING USE" means any pre-existing structure, tree, natural growth, or use of land which is inconsistent with the provisions of this ordinance or an amendment hereto.

Subdivision 11.

"PERSON" means an individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes a trustee, receiver, assignee, administrator, executor, guardian, or other representative.

Subdivision 12.

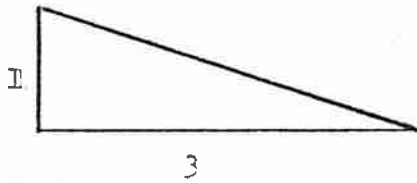
"RUNWAY" means any existing or planned, paved surface or turf-covered area of the airport which is specifically designated and used, or planned to be used for the landing and/or taking off of the aircraft.

Subdivision 13.

"PLAN" as used in this ordinance refers only to those proposed future airport developments that are indicated as "planned" on a planning document having the approval of the Federal Aviation Administration, the Minnesota Department of Aeronautics and the City of Worthington.

Subdivision 14.

"SLOPE" means an incline from the horizontal expressed in arithmetic ratio of horizontal magnitude to vertical magnitude.



Slope = 3:1 = 3 ft. horizontal to 1 ft. vertical

Subdivision 15.

"STRUCTURE" means any object constructed or installed by man. It includes but is not limited to buildings, towers, smokestacks, and overhead transmissions lines.

Subdivision 16.

"TRANSVERSE WAYS" means any public or private roadway, railroad, or highway such as is traversed by any mobile object in its ordinary use.

SECTION FOUR: GENERAL REQUIREMENTS

Subdivision 1. Height Limits

- A. For the purpose of determining the height limits in all zones set forth in this Ordinance or shown on the zoning map,, the datum shall be mean sea level elevation unless otherwise specified.
- B. All height limits set forth in any zone in this ordinance shall be increased in height over any transverse way as follows:
  - 1. Interstate Highways: Increase height limit by 17 feet.
  - 2. All Other Public Roadways: Increase height limit by 15 feet.
  - 3. Private Roads: Increase height limit by 10 feet or by the height of the highest mobile object that would normally transverse the road whichever is greater.
  - 4. Railroads: Increase height limit by 23 feet.
  - 5. Waterways and all Other Traverse Ways Not Previously Mentioned: Increase height limit by an amount equal to the highest object that would normally traverse the waterway or other traverse way.
- C. Where an area is covered by more than one height limitation, the more restrictive limitation shall apply.

SECTION FIVE: AIRSPACE OBSTRUCTION ZONING

Subdivision 1. Airspace Zones

In order to carry out the purpose of this Ordinance, as set forth above, the following airspace zones are hereby established: Primary Zone, Horizontal Zone, Conical Zone, Precision Instrument Approach Zone, and Transitional Zone. The locations and dimensions of these zones are as follows:

- A. Primary Zone: All that land which lies directly under an imaginary primary surface, longitudinally centered on each runway. shall extend for 200 feet beyond the end of runway 11/29 and runway 17/35. The elevation of any point on the primary surface shall be the same as the elevation of the nearest point on the runway centerline. The width of the primary surface shall be 1000 feet for runway 11/29 and 500 feet for runway 17/35. The width and length of the primary surface for other runways shall be determined as such runways are established.
- B. Horizontal Zone: All that land which lies directly under an imaginary horizontal surface, 150 feet above the established airport elevation, which is a height of 1722 feet above mean sea level. The perimeter of the horizontal zone shall be constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway, and by connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc shall be 10,000 feet for runway 11/29 and for runway 17/35. The radius of each arc for future runways shall be established when such runways are constructed.
- C. Conical Zone: All that land which lies directly under an imaginary conical surface extending upward and outward from the periphery of the horizontal surface, at a slope of 20:1 for a horizontal distance of 4,000 feet, as measured radially outward from the periphery of the horizontal surface.
- D. Approach Zone: All that land which lies directly under an imaginary approach surface, longitudinally centered on the extended centerline at each end of each runway. The inner edge of the approach surface is at the same width and elevation as, and coincides with the end of

the primary surface. The approach surface inclines upward at a slope 40:1 for runway 17/35 and for runway 11. The approach surface for runway 17/35 and runway 11 extends uniformly to a width of 3500 feet at a distance of 10,000 feet, and then continues at the same rate of divergence to the periphery of the conical surface.

- E. Precision Instrument Approach Zone: All that land which lies directly under an imaginary precision instrument approach surface, longitudinally centered on the extended centerline of any runway designated as a precision instrument runway. The inner edge of the precision instrument approach zone is at the same width and elevation as, and coincides with the end of the primary surface. The precision instrument approach surface inclines upward at a slope of 50:1 for a horizontal distance of 10,000 feet, expanding uniformly to a width of 4,000 feet and then continues upward for an additional horizontal distance of 40,000 feet at a slope of 40:1, expanding uniformly to an ultimate width of 16,000 feet.
- F. Transitional Zone: All that land which lies directly under an imaginary surface extending upward and outward at right angles to the runway centerline and extended at a slope of 7:1 from the sides of the primary surfaces and from the sides of the approach surfaces until they intersect the horizontal surface or the conical surface. Transitional surfaces for those portions of any precision instrument approach surface which projects through and beyond the limites of the conical surface, shall extend a distance of 5,000 feet measured horizontally from the edge of the precision instrument approach surface and at right angles to the extended precision instrument runway centerline.

#### Subdivision 2. Height Restrictions

Except as otherwise provided in this Ordinance, and except as necessary and incidental to airport operations, no structures shall be constructed, altered, maintained and no tree shall be allowed to grow, in any airspace zone so as to project above any of the imaginary airspace surfaces described in Section Five, Subdivision 1 of this Ordinance.

### Subdivision 3. Boundary Limitations

The City may regulate the location, size, and use of buildings and the density of population in any portion of any airport hazard area, which is under any approach zone for a distance not exceeding two miles from the airport boundary. The City may also establish height restriction zoning in those areas for a distance not to exceed one and one-half miles from the airport boundary.

## SECTION SIX: LAND USE SAFETY ZONING

### Subdivision 1. Safety Zone Purposes

Safety Zone shall be established for the following purposes:

- To carry out the purposes of this ordinance
- To restrict uses which may be hazardous to the operational safety operating to and from the Worthington Municipal Airport
- To limit population and building density in the runway approach areas and thereby to create sufficient open space so as to protect life and property in case of accident.

### Subdivision 2. Safety Zone Boundaries

The following safety zones are hereby established:

- A. Safety Zone A: All land in that portion of the approach zones of runway 11/29 and runway 17 (See Section Four, Subdivision 1) which extends outward from the end of the primary surface a distance equal to two-thirds of the planned length of the runway. These distances shall be:
1. 4733 feet for runway 11/29.
  2. 3333 feet for runway 17.
  3. For runway 35, all land in the approach zones, north of the south right of way of I-90.
- B. Safety Zone B: All that land in that portion of the approach zones of runway 11/29 and runway 17 (See Section Five, Subdivision 1.) which extends outward from Safety Zone A a distance equal to one-third of the planned length of the runway. This distance shall be:
1. 2367 feet for runway 11/29
  2. 1667 feet for runway 17.



- C. Safety Zone C: All that land which is enclosed within the perimeter of the horizontal zone, (See Section 5, Subdivision 1) and which is not included in Zone A or Zone B.

Subdivision 3. Use Restrictions

- A. General: Subject at all times to the height restrictions set forth in Section Five, Subdivision 2, no use shall be made of any land in any of the safety zones (See Section Six, Subdivision 1) which:
1. Creates or causes interference with the operations of radio or electronic facilities on the airport or with radio or electronic communications between the airport and aircraft.
  2. Makes it difficult for pilots to distinguish between the airport lights and other lights.
  3. Results in glare in the eyes of pilots using the airport.
  4. Impairs visibility in the vicinity of the airport.
  5. Otherwise endangers the landing, taking off, or maneuvering of aircraft.
- B. Zone A: Subject at all times to the height restrictions set forth in Section Five, Subdivision 2, and to the general restrictions contained in Section Six, Subdivision 3, areas designated as Zone A areas shall contain no buildings or temporary structures, exposed transmission lines or other similar above ground structural hazards. It shall be restricted to those uses which will not create, attract, or bring together an assembly of persons thereon. Permitted uses may include, but are not limited to: agriculture, light outdoor recreation (nonspectator), cemeteries and auto parking.
- C. Zone B: Subject at all times to the height restrictions set forth in Section Five, Subdivision 2, and to the general restrictions contained in Section Six, Subdivision 3, areas designated as Zone B shall be restricted in use as follows:
1. Each use shall be on a site whose area shall be not less than three acres.
  2. Each use shall not create, attract, or bring together a site population that would exceed 15 times that of the site acreage.
  3. Each site shall have not more than one building plot upon which any number of structures may be erected.

4. A building plot shall be a single, uniform and noncontrived area, whose area shall not exceed the following minimum ratios with respect to the total site area:

Site Area (Acres)	Ratio of Site Area to Bldg. Plot Area	Building Plot Area (sq. ft.)	Max. Site Pop. (15 persons/Acre)
minimum - 3	12:1	10,900	45
maximum - 4	12:1		
minimum - 4	10:1	17,400	60
maximum - 6	10:1		
minimum - 6	3:1	32,600	90
maximum - 10	3:1		
minimum - 10	6:1	72,500	150
maximum - 20	6:1		
minimum - 20	4:1	218,000	300
maximum - and up	4:1		

5. The following uses are specifically prohibited in Zone B: churches, hospitals, schools, theaters, stadiums, hotels and motels, trailer courts, camp grounds, multiple family dwellings, and other places of public or semipublic assembly.

- D. Zone C: Zone C is subject only to height restrictions set forth in Section Five, Subdivision 2, and to the general restrictions set forth in Section Six, Subdivision 3.

Subdivision 4. Boundary Limitations

The municipality may regulate the location, size, and use of buildings and the density of population in that portion of an airport hazard area under the approach zones for a distance not to exceed two miles from the airport boundary, and in other portions of an airport hazard area not to exceed one mile from the airport boundary.

SECTION SEVEN: AIRPORT ZONING MAP

The several zones herein established are shown on the Worthington Municipal Airport Zoning Map consisting of four sheets, prepared by Worthington City Engineer, and dated August 1, 1976, attached hereto and made a part hereof. This map, together with such amendments thereto as may from time to time be made and all notations, references elevations, data, zone boundaries, and other information thereon, is hereby adopted as part of this Ordinance.

SECTION EIGHT: NONCONFORMING USES

Regulations Not Retroactive. The regulations prescribed by this Ordinance

shall not be construed to require the removal, lowering, or other change or alteration of any structure or natural object not conforming to the regulations on the effective date of this Ordinance, or otherwise to interfere with the continuance of any nonconforming use. Nothing herein contained shall require any change in construction, alteration, or intended use of any structure, the construction of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted and completed within two years thereof.

## SECTION NINE: PERMITS

### Subdivision 1. Issuance of Permits

All permits provided for in this section shall be applied for by written application to the Administrator, as defined and provided for in Section Twelve of this Ordinance. Each application for a permit shall be made on forms provided by the Administrator and shall indicate the purpose for which the permit is desired, with sufficient particularity to determine whether that purpose conforms to the regulations contained in this Ordinance. If the Administrator determines that this purpose conforms to the regulations contained in this Ordinance, he shall grant the permit within fifteen (15) days of receipt of a valid application. If the purpose does not so conform, the Administrator shall notify the applicant in writing of the denial of the permit, giving reasons therefore, within fifteen (15) days of receipt of the application. Any applicant who has been denied a permit may apply for a variance from the provisions of this Ordinance, pursuant to Section Ten of this Ordinance, or appeal to the Board, pursuant to Section Fourteen of this Ordinance.

### Subdivision 2. Future Uses

Except as specifically provided in Paragraphs A and B, hereunder, no material change shall be made in the use of land, and no structure shall be erected, altered or otherwise established in any zone hereby created unless a permit shall have been applied for and granted according to procedures outlined in Subdivision 1 of this Section.

- A. A permit for a tree or structure of less than 75 feet in vertical height above the ground shall not be required in the horizontal and conical zones or in the transitional zones beyond a horizontal distance of 4200 feet from each end of the runway or in that portion of the approach zones not located within Safety Zone A and Safety Zone B as defined in Section Six, Subdivision 2. A permit shall be required for a tree or structure in the transitional zone within a horizontal distance of 4200 feet from each end of the runway, for a tree or structure in Safety Zone A and Safety Zone B and for a tree or structure which, because of terrain, land contour, or topographic features, would extend the height limit prescribed for the respective zone.
- B. Nothing contained in the preceding paragraph shall be construed as permitting or intending to permit any construction, alteration, or growth of any structure or tree in excess of any height limitations established by this Ordinance as set forth in Section five .

Subdivision 3. Existing Uses

Before any existing use or structure may be replaced, substantially altered or repaired or rebuilt in the transitional zones within a horizontal distance of 4200 feet from each end of the runway or in Safety Zones A and B as defined in Section Six, Subdivision 2 or in a manner which, because of terrain, land contour, or topographic features, would extend the height limit prescribed for the respective zone, a permit must be secured authorizing such replacement, change, repair, or rebuilding. No permit shall be granted that would allow the establishment or creation of an airport hazard, or permit a nonconforming use, structure or tree to become a greater hazard to air navigation than it was on the effective date of this Ordinance, or than it is when the application for a permit is made.

Subdivision 4. Nonconforming Uses Abandoned or Destroyed

Whenever the Administrator determines that a nonconforming structure or tree has been abandoned or more than 80% torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from Zoning Regulations. Whether application is made for a permit under this section, Section Nine Subdivision 3, or not, the Administrator may order the owner of the abandoned or partially destroyed nonconforming structure at his own expense, to lower, remove, reconstruct,

or equip the same in a manner necessary to cause it to conform to the provisions of this Ordinance. In the event the owner of the nonconforming structure shall neglect or refuse to comply with such order for ten days after receipt of written notice of such order, the Administrator may, by appropriate legal action, proceed to have the abandoned or partially destroyed nonconforming structure lowered, removed, reconstructed, or equipped, and assess the cost and expense thereof against the land on which the structure is or was located. Unless such an assessment is paid within ninety days from the service of notice thereof on the owner of the land, the sum shall bear interest at the rate of eight per cent per annum from the date the cost and expense is incurred until paid, and shall be collected in the same manner as are general taxes.

#### SECTION TEN: VARIANCES

##### Subdivision 1. Generally

Any person desiring to erect or increase the height of any structure or permit the growth of any tree, on his property in any manner not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Zoning Appeals and Adjustments hereinafter provided for, for a variance from such regulations. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations in this Ordinance would result in practical difficulty or unnecessary hardship or where the relief granted would not be contrary to the public interest, but would do substantial justice and would be in accordance with the spirit of this Ordinance. Provided, however, that any variance so allowed may be subject to any reasonable conditions that the Board or Commissioner may deem necessary to effectuate the purposes of this Ordinance.

##### Subdivision 2. Procedures

A. Application for any variance permissible under this Ordinance shall be made to the Board of Zoning Appeals and Adjustments in the form of a written application for a permit, which shall be submitted by certified mail to each member of the Board. All applications shall

include a list of the names and addresses of the owners of the land in such areas within 100 feet of the property described in the application.

- B. Upon the receipt of such application and list, the Board shall set a time and place for a public hearing before the Board. At least 10 days before the hearing, notice of the hearing shall be published once in the official newspaper and a copy of said notice shall be mailed to each of the owners referred to in said list. After the public hearing has been held, the Board shall grant or deny the application according to the procedures outlined in Section Thirteen, Subdivision 2 of this Ordinance. The Board shall notify the applicant in writing of any denial, giving reasons therefore.
- C. When the Board fails to grant or deny any variance within four (4) months after the last member receives the application, the variance shall be deemed to have been granted by the Board. When the variance is granted by reason of the failure of the Board to act on the variance, the person receiving the variance shall notify the Board and the Commissioner of Transportation by certified mail that the variance has been granted. The applicant shall include a copy of the original application for the variance with this notice to the Commissioner. The variance shall be effective sixty (60) days after this notice is received by the Commissioner subject to any action taken by the Commissioner pursuant to Minnesota Statute 360.063, Subdivision 6.

#### SECTION ELEVEN: HAZARD MARKING AND LIGHTING

##### Subdivision 1. Nonconforming Uses

The owner of any nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Administrator to indicate to the operators or aircraft in the vicinity of the airport the presence of such airport hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the City of Worthington.

##### Subdivision 2. Permits and Variances

Any permit for a variance granted by the Board, may if such action is deemed advisable to effectuate the purpose of this Ordinance, be conditioned upon

the requirement that the owner of the structure or tree for which the permit or variance is granted, at his own expense, install, operate, and maintain thereon such markers and lights as may be necessary to indicate the presence of an airport hazard.

SECTION TWELVE: AIRPORT DEVELOPMENT ADMINISTRATOR

The Planner and Zoning Administrator of the City of Worthington shall also function as the Airport Development Administrator, hereinafter referred to as "Administrator". It shall be the duty of the Administrator to hear and decide all applications for permits submitted under the terms of this Ordinance, and to administer and enforce the regulations prescribed in this Ordinance.

SECTION THIRTEEN: BOARD OF ZONING APPEALS AND ADJUSTMENTS

Subdivision 1. Duties

The Board of Zoning Appeals and Adjustments of the City of Worthington, Minnesota, shall have and exercise the following powers in connection with the Airport Zoning Ordinance and the Worthington Municipal Airport:

- A. To hear and decide the appeals from any order, requirement, decision or determination made by the Administrator in the enforcement of this Ordinance.
- B. To hear and decide special exceptions to the terms of this Ordinance upon which such Board may be required to pass by the provisions of this Ordinance.
- C. To hear and decide specific variances.

Subdivision 2. Procedures

- A. The Board shall adopt rules in accordance with the provisions of this Ordinance. Meetings of the Board shall be held at the call of the chairman and at such other times as the Board may determine. The chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses. All hearings of the Board shall be public. The Board shall keep minutes of its proceedings, showing the vote of each member upon each question, or, if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in

the office of the Board and shall be a public record. Upon their appointment the members of any Board of Adjustment shall select a chairman to act at the pleasure of the Board.

- B. The concurring vote of a majority of the members of the Board shall be sufficient to reverse any order, requirement, decision, or determination of the administrative agency, or to decide in favor of the applicant on any matter upon which it is required to pass under the airport zoning regulations, or to effect any variation in such regulations.
- C. Subject to the approval of the City Council, the Board may appoint such clerical and technical assistants as may be needed to carry on its work. It shall have the power to call upon any city official or department for assistance in the performance of its duties, and it shall be the duty of any such official or department to render such assistance as may be reasonably expected.

#### SECTION FOURTEEN: APPEALS

##### Subdivision 1. Standing

Any person aggrieved or affected by any decision of the Administrator made in the administration of this Ordinance may appeal to the Board. Such appeals may also be made by any governing body of a municipality, county, or Airport Zoning Board which is of the opinion that a decision of the Administrator is an improper application of this Ordinance as it concerns such governing body or Board.

##### Subdivision 2. Notice of Appeal

All appeals hereunder must be commenced within fourteen (14) calendar days of the decision appealed, by filing with the Administrator and with the Board a Notice of Appeal specifying the grounds thereof. The Administrator shall forthwith transmit to the Board all the papers constituting the record upon which the action was taken.

##### Subdivision 3. Stay of Proceedings

An appeal shall stay all proceedings and the furtherance of the action appealed from unless the Administrator certifies to the Board after the



Notice of Appeal has been filed with it, that by reasons of the facts stated in the certificate, a stay would, in his opinion, cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the Board on notice to the Administrator and on due cause shown.

Subdivision 4. Hearing

The Board shall fix a reasonable time for the hearing of appeals, give notice by publication in the official newspaper at least ten (10) days prior to said hearing, as well as written notice to the parties in interest. Upon the hearing, any party may appear in person, by agent or by attorney. The Board shall decide the appeal within a reasonable time.

Subdivision 5. Conditions

The Board may in conformity with the provisions of this Ordinance reverse or affirm in whole or in part, modify the order, requirement, decision or determination appealed from and may make such order, requirement, decision, or determination as may be appropriate under the circumstances, and to that end shall have all powers of the Administrator.

SECTION FIFTEEN: JUDICIAL REVIEW

Subdivision 1. Petition

Any person aggrieved or any taxpayer affected by any decision of the Board, or by any action of the Commissioner taken under Minnesota Statute 360.063, Subdivision 6 or 6a, or any governing body of a municipality, county, or Airport Zoning Board which is of the opinion that a decision of the Board or Commissioner is illegal, may present to the District Court of Nobles County a verified petition setting forth that the decision or action is illegal in whole or in part, and specifying the grounds of the illegality. Such petition shall be presented to the Court within thirty (30) days after the decision is filed.

Subdivision 2. Exhaustion of Remedies

Any person aggrieved by any regulation of this Ordinance, or by any action of the Administrator in the administration of the regulations of this Ordinance, must apply for a permit or variance, or appeal to the Board, and exhaust the remedies provided for in this Ordinance before availing himself of the right to petition a court as provided by this section.

SECTION SIXTEEN: PENALTIES

Every person who shall construct, establish, substantially change, alter, or repair any existing structure or use, or permits the growth of any tree without having complied with the provisions of this Ordinance; or who having been granted a permit or variance under the provisions of this Ordinance shall construct, establish, substantially change, alter or repair any existing growth or structure, or permit the growth of any tree, except as permitted by such permit or variance; shall be guilty of a misdemeanor and shall be punished by a fine of not more than Three Hundred and No/100 (\$300.00) Dollars or imprisonment for not more than ninety (90) days or both. Each day of violation continues to exist shall constitute a separate offense. The Administrator may enforce all provisions of this Ordinance through such proceedings for injunctive relief or other relief as may be proper under the laws of Minnesota Statute 360.073 and other applicable laws.

SECTION SEVENTEEN: CONFLICTS

Where there exists a conflict between any of the regulations or limitations described in this ordinance and any other regulations applicable to the same area, the more stringent limitation or regulation shall govern and prevail.

SECTION EIGHTEEN: SEVERABILITY

Subdivision 1. Severability in Relation to Land

In any case in which the provisions of this ordinance, although generally reasonable, are held by a court to constitute a taking or deprivation of certain property in violation of the Constitution of this state or of the Constitution of the United States, such holdings shall not affect the application of this ordinance upon other structures and parcels of land. To this end the provisions of this Ordinance are declared to be severable.

Subdivision 2. Severability in Relation to The Zoning Ordinance

Should any section or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decisions shall not affect the validity of this Ordinance as a whole or in part thereof other than the parts declared to be unconstitutional or invalid.

SECTION NINETEEN: EFFECTIVE DATE

This Ordinance shall be published on August 30, 1977 in the Globe, an official newspaper in Worthington, Minnesota and shall take effect on the 16th day of September, 1977. Copies thereof shall be filed with the Commissioner of Aeronautics, State of Minnesota and Register of Deeds, Nobles County, Minnesota.

Passed and adopted after public hearing by the Worthington, Joint Airport Zoning Board this 15th day of September, 1977.

Darrell G. Peck  
Chairman Darrell Peck

Bob Geisendorfer  
Member Bob Geisendorfer

Claire Gerber  
Member Claire Gerber

Don Brake  
Member Don Brake

Wes Miller  
Member Wes Miller

EXHIBIT A

WORTHINGTON AIRPORT

ZONING ORDINANCE

This Ordinance affects all or a portion of the following sections of land:

T Y P E O F A I R P O R T Z O N I N G

NAME AND NUMBER OR TOWNSHIP	AIRSPACE OBSTRUCTION ZONING Section IV of Ordinance Pages 1 & 2 of Zoning Map.	LAND USE SAFETY ZONING Section V of Ordinance Page 3 of Zoning Map.
Worthington Township T102N R40W	Sections: 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 16, 22, 23, 24, 25, 26	Sections: 1, 2, 3, 10, 11, 12, 13, 14, 15, 23, 24
Lorain Township T102N R39W	Sections: 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 29, 30	Sections: 4, 5, 6, 7, 8, 9, 16, 17, 18, 19, 20
Elk Township T103N R40W	Sections: 25, 26, 27, 33, 34, 35, 36	Sections: 35, 36, 25, 26, 34
Hersey Township T103N R39W	Sections: 29, 30, 31, 32, 33	Sections: 31, 32
Township T NN R w	Sections:	Sections: